HONDA ServiceNews January 2004

ServiceNews Has a *New* Look

In response to ISIS feedback from **Tim McVay** of Vern Eide Honda in Sioux Falls, SD, you'll notice we're now including the month and year of issue on the bottom of each interior page of *ServiceNews*. This way you know which issue a particular article comes from when you pull it up in ISIS and print it out, without having to scroll to the first page to find out. Thanks, Tim, for this great suggestion.

New Software for HDS: Version 1.010.012

A new CD was sent to all Honda dealerships on December 8, 2003. It contains HDS software version 1.010.012. This CD has a red label that says **HDS VER. 1.010.012**, and it's dated December 2003. Your system administrator should have this software already installed on the master server.

Here's some important info on 1.010.012:

- Good news! You can now access ISIS through the HDS. To do this, though, you must first do an operating system software update. Refer to page 9 of the newly revised *Honda Diagnostic System (HDS) Setup Instructions* available on ISIS under **Tool Information**. Keep in mind, when accessing ISIS through the HDS, you can't print out ISIS screens, there's no sound support, and you can't access applications like the Parts Catalog that are on your dealership's PC.
- The new operating system has a faster response time over the previous system.
- Help screens for A/T DTCs have been added.

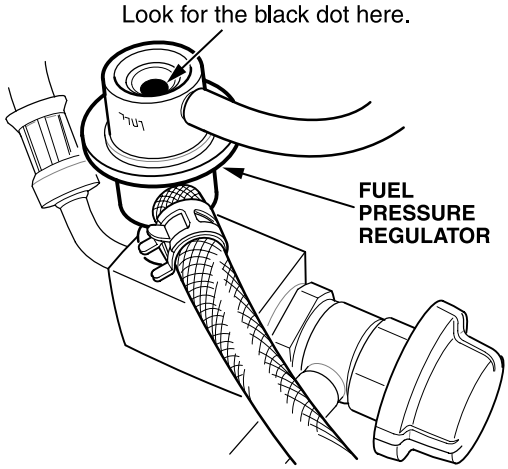
News flash! Doing the update to the new operating system clears the settings that the HDS needs to communicate with the network. Before you begin the software update, make sure you write down this info:

- **Master server name** (it's case sensitive)
- **Master server hard drive share name** (it's case sensitive)
- **IP address and name servers information**

If you're not sure how to find this info on the HDS, the revised setup instructions on ISIS will guide you.

Ordering Replacement PCMs: '00 Accord V6

During the '00 model year, the factory changed the fuel pressure regulator and the PCM in '00 Accord V6 4-door models (from VIN YA076104) and 2-door models (from VIN YA035748) to improve engine starting after hot soak.The new fuel pressure regulator is set to a range of **48 to 54 psi** instead of **41 to 48 psi**, and is marked with a black dot so it's easy to identify. The new PCM mounts with three bolts instead of two.



The PCM and fuel pressure regulator must be matched to each other; otherwise, performance drops over time and the MIL eventually comes on. When ordering a replacement PCM, make sure you're ordering the unit that's matched to the fuel pressure regulator installed in the vehicle.

To keep things straight, check the fuel pressure regulator for a black dot. If you see a black dot, order PCM P/N 37820-P8C-A55, H/C 6828479. If you don't see a black dot, then order P/N 37820-P8C-A53, H/C 6358469.

Reduce Your Tech Line Wait Time

To save yourself a long wait time when you call Tech Line, avoid calling between 11:00 a.m. and 1:00 p.m. Pacific Time (PT). Tech Line staff takes lunch breaks in two staggered shifts, from 10:45 a.m. to 12:45 p.m. During these hours, only half of the staff is available to take calls.

Update Replacement Control Unit/Module Software

NOTE: This article applies to ’03–04 Accords, ’01–04 Civics, ’03–04 Civic Hybrids, ’02–04 CR-Vs, ’03–04 Elements, and ’01–04 Insights.

Replacing the ECM/PCM, or for a hybrid model, the BCM or MCM? Don’t forget to update the software with the Honda Interface Module (HIM). Replacement units are usually loaded with early production software that’s out of date. If you forget to update the software, you risk a comeback from your customer with a complaint of the MIL coming on, or occurrences of some or all of the uncorrected problems that are fixed in the most recent version of the software. For details on using the HIM, refer to S/B 01-023, *Using the Honda Interface Module to Update Control Units/Modules*.

Nose Mask Installation Tips

Installing a Honda accessory nose mask for your customer? A nose mask does a great job protecting a vehicle’s front end from road nasties—and looks cool, too—but if it’s installed over a wet surface or if it gets wet and isn’t allowed to dry out, it can cloud the paint. Here are some important tips to keep in mind when installing a nose mask:

- Make sure both the vehicle and the nose mask are clean and completely dry before you install the mask. If moisture under the nose mask is allowed to dry, it can cloud the paint.
- If the nose mask gets wet, take it off as soon as possible, and let it completely air-dry.
- Make sure any repainted surfaces the nose mask touches are cured.
- Make sure the hood and the nose of the vehicle are waxed with a high-quality paste wax.

You’ll find this info included in the installation instructions. Make sure you leave the installation instructions with your customer so he or she will know how to install and remove the nose mask correctly and avoid damaging the paint.

Fuel Pressure Gauge Attachment Set Available

Honda parts stock now has a Fuel Pressure Gauge Attachment Set available (T/N 07AAJ-S6MA150, H/C 7546088). It includes a manifold hose assembly and four color-coded attachments. You’ll need this set for testing Civic Hybrids, so it’s a good idea to order one for the shop if you haven’t done so already.

This set supersedes the Fuel Pressure Gauge Set (T/N 07ZAJ-S5A0100, H/C 6612980). Honda parts stock no longer carries the old set (in fact, there’s zero inventory), but they’ll continue to supply parts for it just the same.

ABS DTC C0265: ’98–02 Passport

If you’re troubleshooting a ’98–02 Passport with a DTC C0265 (open relay circuit), check for a blown or missing No.17 (60A) fuse (ABS) in the under-hood fuse/relay box, an open in the WHT/GRN wire between the under-hood fuse/relay box and the coil integrated module (CIM), or a poor CIM ground, before you consider replacing the CIM. Any of these problems can set this DTC.

ETM Fix: Fuel Supply System, ’03 Element

You need to fix page 23-7 of the 2003 Element ETM. The Fuel Supply System diagram gives the wrong references for the photo and connector view of C455. The photo should be **61**; the connector view should be **174**. Make these changes in your copies of the ETM.

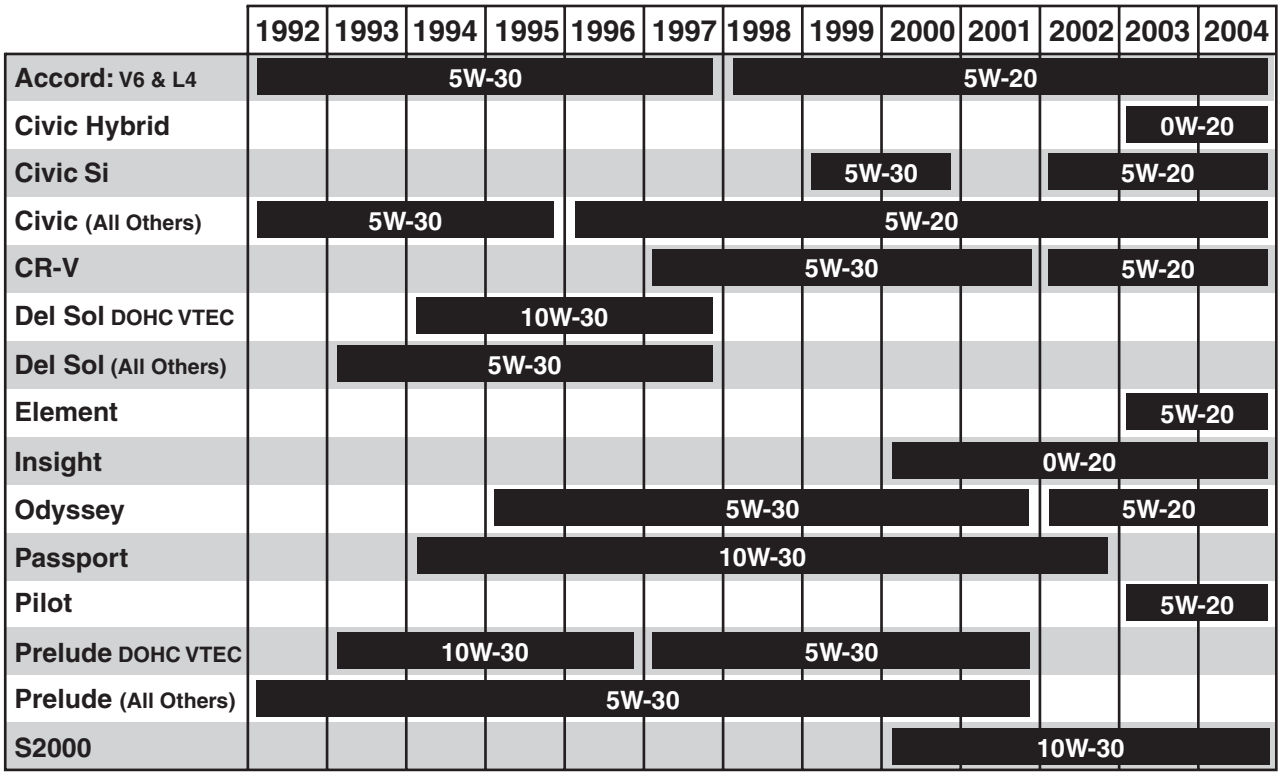
Intermittent SRS DTC 11-1x to 11-9x, 11-Ax, and 11-Bx

If you're troubleshooting an intermittent SRS DTC from the chart below on a '03–04 Accord or '03–04 Odyssey, check the vehicle's service and warranty history to see if any repair was done that required removing the subframe, the steering wheel, or the steering rack. If any of these items were removed, the cable reel could have been incorrectly reinstalled and damaged as a result. The cable reel is the only moving part in the SRS, and it can easily break if it's overextended.

SRS DTC	Problem Description
DTC 11-1x (11-10 to 11-19, 11-1A to 11-1F)	Open in driver's airbag first inflator
DTC 11-2x (11-20 to 11-29, 11-2A to 11-2F)	Increased resistance in driver's airbag first inflator
DTC 11-4x (11-40 to 11-49, 11-4A to 11-4F)	Open in driver's airbag second inflator
DTC 11-5x (11-50 to 11-59, 11-5A to 11-5F)	Increased resistance in driver's airbag second inflator
DTC 11-8x (11-80 to 11-89, 11-8A to 11-8F)	Short to power in driver's airbag first inflator
DTC 11-9x (11-90 to 11-99, 11-9A to 11-9F)	Short to ground in driver's airbag first inflator
DTC 11-Ax (11-A0 to 11-A9, 11-AA to 11-AF)	Short to power in driver's airbag second inflator
DTC 11-Bx (11-B0 to 11-B9, 11-BA to 11-BF)	Short to ground to driver's airbag second inflator

Recommended Replacement Engine Oil for Honda Vehicles

Use this handy chart to help you determine what weight of engine oil to use when servicing Honda vehicles.



Radio Display or Upper Display Is Blank

If a '03–04 Accord owner complains that the radio display (without the navigation system) or the upper display (with the navigation system) is intermittently blank, find out how long your customer presses the **CD/AUX** button to select CD play. Your customer could be inadvertently turning off the display. It's not written down anywhere but, as a manufacturer's test feature, pressing and holding the **CD/AUX** button for about **5 seconds** turns off the display. The display comes back on when you cycle the ignition switch. If this is what your customer has been doing to select CD play, tell him or her to just press and release the button and not hold it down.

Shift Lever Stuck in Park; P in Shift Indicator Not Lit

Got a '03–04 Odyssey with the shift lever stuck in Park and the **P** in the shift indicator not lit? Refer to page 138 of the '99–03 Odyssey ETM, and check the pin fit of all wires from E17 at the driver's under-dash fuse/relay box to ground G101. If all the connections are OK, then replace the transmission range switch.

Call Warranty Department After Replacing Lock Set

If you're replacing a lock set on a Honda vehicle, regardless of whether it's covered by warranty or customer pay, make sure you call the Warranty Department at **310-783-3240** and have them update the warranty lock code database with the new key code. This way, the VIN Status Inquiry info is correct.

Engine Cranks But Doesn't Start; Immobi Light Blinks

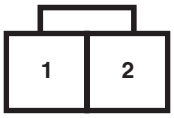
Getting complaints from owners of '02–04 Odysseys or '03–04 Pilots of the engine cranking but not starting and the immobilizer system indicator blinking? (The '04 Pilot has new immobilizer logic; the engine may also start and then stall.) The problem could simply be rooted in how your customer turns the ignition key.

For quick starting, advise your customers that when inserting the key into the ignition switch, don't push in against the spring, and when turning the switch, don't do it rapidly. This lets the immobilizer receiver read the ignition key's transponder ID code without interruption.

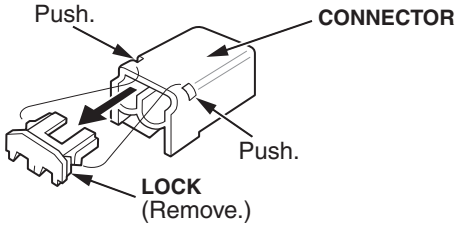
Installing Accessory XM Satellite Radio: '04 S2000

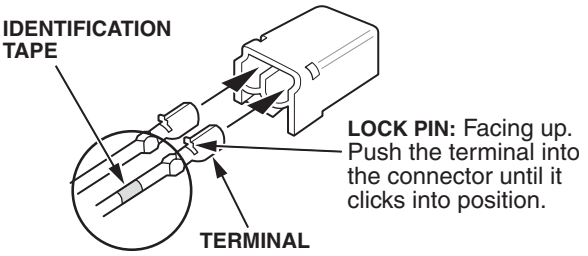
If you're installing the accessory XM satellite radio in a '04 S2000, pay particular attention to how you install the antenna leads into the connector. If you don't install the leads correctly, you'll get no sound when you turn on the radio and you'll see the error message **ANTENNA** in the radio display.

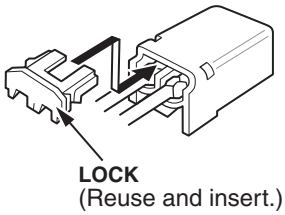
When doing step 27 of the installation instructions, make sure you insert the lead with the identification tape into terminal No. 1. Insert the other lead into terminal No. 2.



1 BLK (Satellite signal antenna)
2 BLK (Terrestrial signal antenna)







Power Sliding Door Comes Off Its Track: ’99–03 Odyssey EX

NOTE: This article applies to these vehicles:

- 1999–02 Odyssey EX: All
- 2003 Odyssey EX (HMA built): From VIN 5FNRL18..3B000001 thru 5FNRL18..3B097901
- 2003 Odyssey EX (HCM built): From VIN 2HKRL18..3H500001 thru 2HKRL18..3H505975

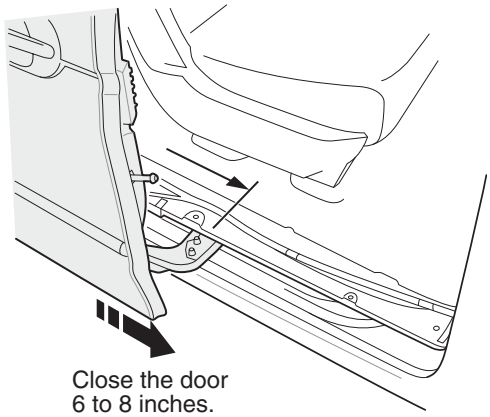
If an object gets accidently wedged between the power sliding door and the vehicle body while the door is opening, it puts an abnormal amount of outward pressure on the door. This can force the lower roller past the lower roller plate, causing the door to come off its track

To fix this problem, replace both sliding door open stops and stop springs with these new parts.

- Right Stopper Assembly (right open stop): P/N 72543-S0X-A52, H/C 7382120
- Left Stopper Assembly (left open stop): P/N 72583-S0X-A52, H/C 7382138
- Right Spring (right stop spring) : P/N 72517-S0X-A51, H/C 5933171
- Left Spring (left stop spring): P/N 72537-S0X-A51, H/C 5933262

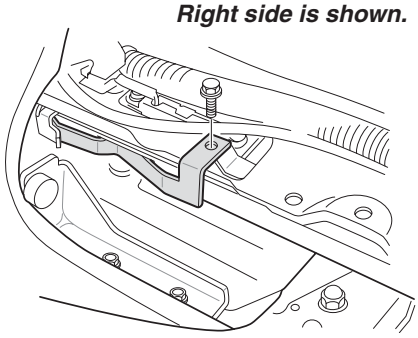
Follow these steps to do this repair:

1. Park the vehicle on a flat surface. Open the power sliding door all the way.
2. Turn off the **SLIDING DOOR** main switch.
3. Remove the doorsill trim (see page 20-58 of the 1999–04 Odyssey S/M).
4. Close the door by hand about **6 to 8 inches**.



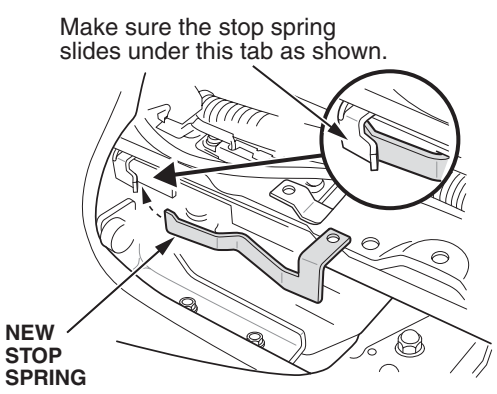
5. Remove the stop spring mounting bolt. Remove and discard the stop spring.

Right side is shown.



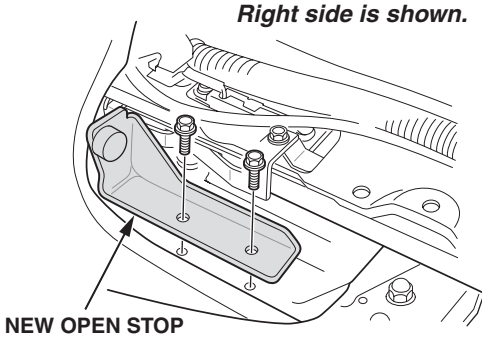
6. Install the new stop spring with the original bolt as shown. Torque the bolt to **8 N·m (6 lb-ft)**.

Right side is shown.



7. Remove the two open stop mounting bolts. Remove and discard the open stop.

Right side is shown.

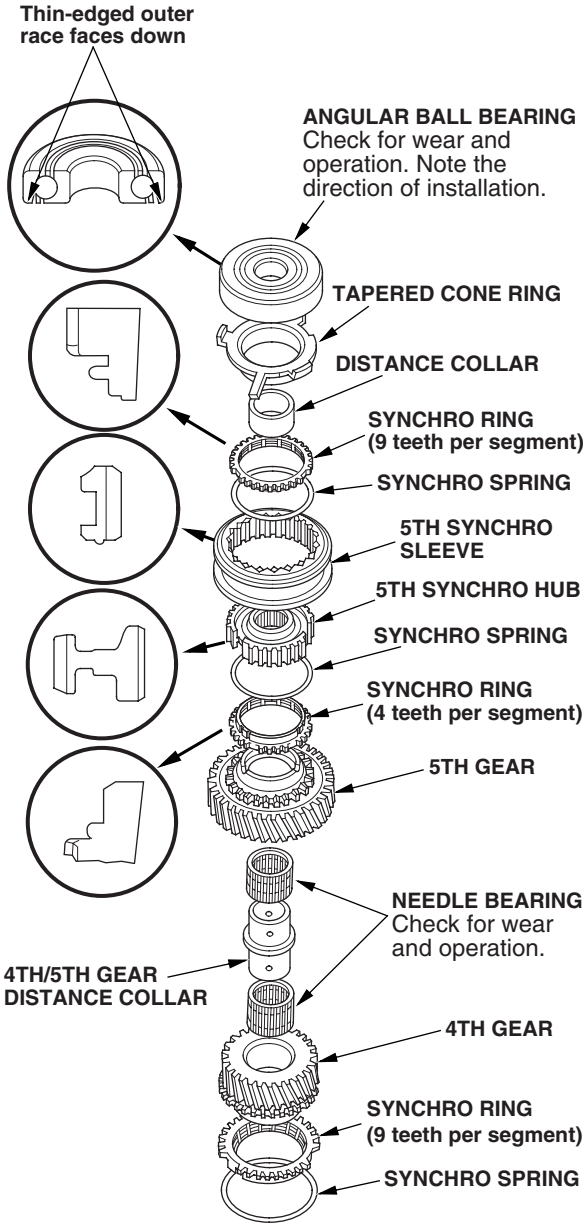


8. Install the new open stop with the original mounting bolts. Torque the bolts to **8 N·m (6 lb-ft)**.
9. Reinstall the doorsill trim.
10. Repeat steps 1 thru 9 for the other power sliding door.
11. Press the **SLIDING DOOR** main switch to **ON**. Make sure both power sliding doors work properly.

S/M Fix: M/T Mainshaft Reassembly, ’01–04 Civic

Our thanks go to **William Shaughnessy** of Metro Honda in Johnson, RI, for pointing out an error in the 2001–04 Civic S/M. The synchro ring order for 5th gear is wrong in the Exploded View on page 13-28. It shows the synchro ring with nine teeth per segment mating to 5th gear and the synchro ring with four teeth per segment mating to the tapered cone ring. If you install the synchro rings in this order, the M/T locks up in 5th gear.

To ensure proper reassembly of 5th gear, refer to this exploded view.



Thanks again, William, for your valuable feedback.

Set XM Radio to Channel Mode for Full Programming

If the XM satellite radio in a ’04 Accord EX-L or EX-V6 gets only 16 stations (the first in each category) or it can only get 1 to 13 stations in each category (the number of stations varies by category), check to see if the radio is set to Category mode instead of Channel mode.

In Category mode, the radio gets only the number of stations that are available in each category. Currently, these categories have 1 to 13 stations. In Channel mode, the radio can get the full range of XM programming (currently, that’s 101 stations). For a full list of XM programming, visit their website at *www.xmradio.com*.

To change XM modes, do this:

***Vehicles without navigation system*:** Press and hold the **DISP-MODE** button until you hear a beep.

***Vehicles with navigation system*:** Press the **MODE** icon on the display screen. Then change the upper display from Category to Channel.

Tips From Training: Maximize Your Memorization

Rick Donia, Training Center Coordinator in French Camp, CA, passed along this tip to help you keep knowledge you gained from the training center fresh in your head. He says the best way to do this is to apply it right away.

When you get back to your dealership from the training center, take a few minutes and talk to your service manager about your training. Recap the subject(s) you studied, and ask to have the dispatcher give you work in that area. For example, if you just trained on emissions, ask to diagnose the next vehicle that comes into the shop with the MIL on. Using your newly acquired skills will help reinforce your training.

CD Player Locks Up: ’04 Civic, ’04 Element

If the CD player in a ’04 Civic or ’04 Element locks up when you try to load a CD, press the eject button. This causes the CD mechanism to go through its eject cycle even though there’s no disc present. When the cycle is done (this takes about **2 to 3 seconds**), the **DISC** indicator goes out. The CD player should now work OK. If it still locks up, replace the CD player.

Radio Test Harness Breakout Box Soon Needed for Audio System Troubleshooting: ’03–04 Accords

In the near future, Honda parts stock will stop carrying the audio-HVAC display module for ’03–04 Accords. Instead, they’ll be supplying separate remanufactured audio units and separate audio-HVAC display panels.

For this reason, your dealership was recently sent the Radio Test Harness Breakout Box (T/N 07AAZ-SDAA100, H/C 7626070). If you’re troubleshooting a ’03–04 Accord audio system, you’ll need this required special tool to determine which component is faulty before you order replacement parts. This tool, which comes in a sturdy carrying case, includes a 15-pin breakout box and a Stanley Test Harness (T/N 070AZ-SDAA200, H/C 7626096).

The breakout box has five pinouts on its face for troubleshooting audio units with the navigation system or a single CD player, and seven pinouts for troubleshooting audio units with a CD changer.

The Stanley Test Harness connects the breakout box to the printed circuit board in the audio unit with the CD changer. This harness, together with the breakout box, supersedes the Test Harness B (T/N 070AZ-SDA0200, H/C 7669385) that’s called out in the Body Electrical section of the 2003–04 Accord S/M.

In the near future, you’ll be sent an Alpine Test Harness Set. This set will connect the breakout box to the printed circuit board in audio units with the navigation system or with a single CD player. Together with the breakout box, this set supersedes the Test Harness A (T/N 070AZ-SDA0100, H/C 7669377) that’s called out in the Body Electrical section of the S/M.

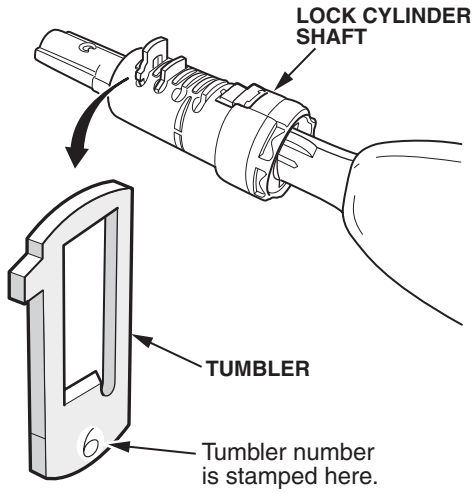
All affected pages in the S/M and in ISIS will be updated to reflect this new special tool.

You can order additional breakout boxes and test harnesses through normal parts ordering channels. The breakout box comes with a carrying case but no harnesses.

Tips for Doing S/B 03-088, Safety Recall: Ignition Switch Key Interlock

If you're having problems doing the repair procedure in S/B 03-088, *Safety Recall: Ignition Switch Key Interlock*, here are some helpful tips that could make the job go smoother.

- When you're instructed to turn the ignition switch to LOCK (0), whether you're doing the **INSPECTION PROCEDURE** or **REPAIR PROCEDURE A** or **REPAIR PROCEDURE B**, make sure you push the ignition key in while you turn the switch to LOCK (0).
- In step 16 of **REPAIR PROCEDURE B**, if you can't turn the ignition key 90 degrees clockwise as instructed, check the ignition key for excessive wear. If the key is worn, cut a new one using the vehicle's key code. If you still can't turn the switch with the new key or the switch feels stiff, one or more of the tumblers may be worn. Remove the lock cylinder shaft, and replace the worn tumbler(s).



- If your parts department doesn't have the replacement tumbler(s) you need, Honda parts stock carries a complete tumbler kit as well as individual tumblers in packs of 25. Refer to this table when ordering:

Description	Part Number	Honda Code
Tumbler Kit	06721-SH3-405	4417598
Disk Tumbler No. 1	74834-SH3-305	3177383
Disk Tumbler No. 2	74835-SH3-305	3177391
DiskTumbler No. 3	74836-SH3-305	3177409
Disk Tumbler No. 4	74837-SH3-305	3177417
Disk Tumbler No. 5	74838-SH3-305	3177425
Disk Tumbler No. 6	74839-SH3-305	3177433

- If you've done all the steps in **REPAIR PROCEDURE A** or **REPAIR PROCEDURE B**, and the ignition key still comes out of the switch with the shift lever in gear, then do this: Remove the key interlock solenoid cover, insert the key, and turn the ignition switch to ACCESSORY (I). Watch the interlock solenoid plunger as you push in on the ignition switch with the key.
  - If the plunger moves in toward the solenoid, then install Key Interlock Repair Kit B (if you've installed Key Interlock Repair Kit A). If you've already installed Key Interlock Repair Kit B, then order another kit, and install it, carefully following the steps in **REPAIR PROCEDURE B**.
  - If the plunger doesn't move in toward the solenoid, refer to the circuit schematics in the Switch Interlock section of the appropriate ETM for assistance in troubleshooting.

AUTOMOTIVE Youth Educational Systems YES ®

HONDA ServiceNews

©2004 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Parts and Service Communications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives Honda permission to publish it without further consideration.

ASN 26728 (0401)

ASE CERTIFIED
WE SUPPORT VOLUNTARY TECHNICIAN CERTIFICATION THROUGH
National Institute for AUTOMOTIVE SERVICE EXCELLENCE